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COAST GUARD BULLETIN

ISSUED MONTHLY

Volume 2 WASHINGTON, MARCH 1943 [1] Number 9

HEADQUARTERS BOND SALES REACH COVETED GOAL OF 90 AND 10

Coast Guard Headquarters, in its selling of War Savings bonds to its civilian employees, on the pay-roll deduction plan, has reached the coveted goal of "90 and 10." This was reached on January 20, despite income taxes, Victory taxes, and the recent changes in the official paydays. With approximately 1,100 civilian employees, this means that 1,000 persons have subscribed to the pay-roll deduction plan.

The Coast Guard achieved this distinction at a time when the recent pay increase automatically reduced the percentage of pay-roll participation, and is now engaged in offsetting this by a campaign to obtain new pledges from all employees, these pledges to equal at least 10 percent of the new pay scales.

Particularly proud of its "90 and 10" participation is the Coast Guard, for during the Fighting Dollar Campaign of last July the Service performed the function of rear guard in the parade of ships on the War bond score board erected in front of the Navy Building. If a little slow in reaching the intended goal, the Coast Guard was doubly sure, for its percentages have shown a steady increase entirely free from recessions. Today the Coast Guard holds first place among all the large bureaus of the Navy Department.

How the Coast Guard has made and intends to hold this record is of interest, for there is no mystery about it. First, all new employees are promptly contacted, and pledges secured from approximately 95 percent of them. This type of solicitation is of great importance, because personnel turn-over, not controllable by the bond office, automatically reduces the percentage on participation in the pay-roll deduction plan by nearly 1 percent per week. Second, and perhaps most important of all, the Coast Guard delivers bonds by asking individuals to call for them at its War bond office. This offers an excellent opportunity for soliciting increases in existing pledges, and for promoting cash sales over and above the regular pay-roll deductions. It also affords employees a means of stating any grievances, real or imaginary.

Not the least of the means whereby a high percentage of participation is secured and held is the prompt delivery of bonds and the prompt handling of all special purchases, refunds, and similar matters. This has been secured through close cooperation between the Coast Guard bond office and the Navy issuing office. Bonds have been issued as promptly as 2 days after the pay day on which the last deduction was made, and it is hoped that this will soon become the regular schedule.

COAST GUARD'S LARGEST WARTIME CIVIL ENGINEERING PROJECT COMPLETED

Constituting what will probably be the largest single civil engineering project of the Coast Guard during the present war, the combined training stations known as Sheepshead Bay and Manhattan Beach in New York, are now rapidly reaching completion. Construction originally planned was to cost approximately $8,500,000, but this sum was eventually increased to a total of $16,000,000 by expansion of the scope of the project.

The portion of the project known as the Manhattan Beach Training Station is for the use of the Coast Guard in the training of enlisted personnel, while the so-called Sheepshead Bay Training Station is in the hands of the Maritime Service operated by the War Shipping Ad-

[1] Published with the approval of the Director of the Budget.

ministration, being utilized for the training of merchant seamen. While the administration of the Maritime Service was recently transferred by Executive order from the Coast Guard to the War Shipping Administration, at the request of the latter organization the Coast Guard continued in charge of the Sheepshead Bay construction project.

Located in South Brooklyn, N. Y., the two training stations adjoin, occupying a piece of property with water on three sides. Originally the site was a commercial beach development, the buildings of which were taken over and now form parts of the completed stations.

A notable feature of the project has been the cooperation between the Coast Guard, the architects, the general contractor, and the City of New York, the result of which has been the completion and occupancy of the stations well within the allotted time. Plans were submitted to prospective bidders on April 4, 1942, bids were opened on the 15th of the same month, and the contract was awarded to the George A. Fuller Co. on April 20. Work began at once. The architects for the project were Alfred Hopkins & Associates. Within the 160 days specified in the contract all buildings called for in the original contract were ready and occupied. Early in November 1942 98 percent of all work eventually required of the contractor was completed and before the end of that month all buildings were occupied.

The land occupied by the Coast Guard's Manhattan Beach Training Station consists of 47 acres, while the adjoining parcels embracing the Sheepshead Bay Maritime Service Training Station total 72 acres. Of the $8,500,000 available for the construction of the project as originally conceived, $2,106,000 was to cover the cost of the Manhattan Beach Station, and the balance the Sheepshead Bay Station. Of the $16,000,000 representing the combined stations, after the increase in scope, $5,000,000 was expended upon the Manhattan Beach Station and the balance of $11,000,000 on the Sheepshead Bay Station.

The two training stations provide for a total population of 18,000 men, about 8,000 of which will be Coast Guard personnel.

The Manhattan Beach portion of the project includes seven barracks buildings, mess hall and galley, ship's service store and welfare building, receiving building and clothes locker, duty building and brig, classroom building, drill hall, chapel and gymnasium building and an armory.

The Sheepshead Bay portion of the project includes seven barracks buildings, three classroom buildings, two mess halls and galleys, auditorium and gymnasium building, powerhouse, receiving barracks, clothes locker and receiving building, two gunnery buildings, administration building, canteen, staff barracks building, and a maintenance building.

Notable among the structures is the 400-bed hospital to be used jointly by the two training stations. This has been classed as one of the outstanding hospitals of the area. The powerhouse serves two functions, that of heating the various buildings of the two training stations, and as a laboratory for the training of merchant marine personnel. Twelve E–C 2 type marine boilers have been installed, ample for both heating and training needs, and a reciprocating engine of the type being installed in the Liberty ships also set up.

The entire training station project was designed to avoid the use of critical materials. Buildings are of temporary wood construction, with wood trusses being used for roofs, even for spans as great as 100 feet. All roadways are of concrete construction, with no reinforcing steel used.

Advantage was taken of the waterfront site to erect docks with davits and other facilities for a fleet of pulling and surfboats which are used for training purposes.

PORT SECURITY VOLUNTEERS BEING ORGANIZED ON NATIONAL BASIS

A plan of national scope, for the enlistment of civilian volunteers for the guarding of docks, terminals, and other water-front facilities of the United States, is now being placed in operation by the Coast Guard. Under this plan, responsible civilians, most of whom will be ineligible for combat service, will be formed into regiments, inducted into the Temporary Coast Guard Reserve, and assigned to existing captain of the port organizations. Men volunteering for this duty will release younger men of the regular Coast Guard and Coast Guard Reserve for combatant duty.

Originating in Philadelphia, where men of exceptional caliber became interested, the plan for part-time volunteer guard duty was immediately successful. Its adaptation to other cities is now being actively planned, Baltimore, Md., having been selected as the next area to be organized.

Dr. Arnaud C. Marts, recently executive director of the State Council of Defense of Pennsylvania since its organization in April 1941, and the president of Bucknell University, has been appointed a captain in the Coast Guard Reserves, and is in charge of the organization of the civilian volunteers.

Civilians volunteering for port protection duties, if found acceptable to the Coast Guard, will be given an intensive though brief course of instruction. Men will be released unless attendance at this course is perfect. Active duty will be performed on a basis of two 6-hour tours of duty each 6 days. While on active duty all men will be in uniform and will be armed, but will receive no pay. Assignments will be principally to docks and piers, where they will prevent unauthorized persons from gaining admission, be on the alert for fires, sabotage, or any other occurrences inimical to the interests of national defense.

Coast Guard guards will not replace civilian guards in the pay of steamship, railroad, dock, or other companies, nor will their duties include any of the functions of the Customs or Immigration Services.

The Port Security Volunteers will have their own officers, both commissioned and lower grades. In each city they will operate under and be responsible to the captain of the port, the Coast Guard officer charged with port security. Officers of the Volunteers will be responsible for the assignment of all individuals in accordance with the watch lists.

The success of the Volunteer Port Security force will depend largely upon the interest and enthusiasm of the regimental officers who will be recruited first and who will be responsible for the formation of the regiment. All members will, of course, be men living or working in or close to the port where they will serve, and will be men not subject to the draft.

In Philadelphia, some 1,300 men comprise the Volunteer Port Security force. They are mostly businessmen and professional workers. The force is rigidly disciplined; its members have both authority and responsibility. Their special training has given them a knowledge of ships, docks, and terminals. They are grounded in the manner in which ships are loaded and discharged, how munitions and other explosives are handled. They become familiar with the routine of an active dock, and have learned where, when, and how to be on the lookout for those things which spell trouble.

SERVICING OF NAVIGATIONAL AIDS DIFFICULT IN EXTENDED SEASONS ON LAKES

The Coast Guard, charged with the responsibility of maintaining the aids to marine navigation, is about to make unusual efforts to replace these aids and to open the various portions of the Great Lakes to traffic at the earliest possible date, as a war measure. The following account of conditions at the close of navigation in the fall of 1942 is of interest as the work described is essentially the reverse of that which becomes necessary each spring.

The work of replacing the navigational aids, such as lighted and unlighted buoys, and the relighting of the lighthouses and the minor lights, is also closely associated with the ice-breaking activities for which the Coast Guard now has special vessels available.

Each year the removal of buoys from their stations prior to heavy ice formations presents many problems and many hazards.

In furtherance of the war effort in 1942 all important aids to navigation were permitted to remain on station as long as possible through the extended navigation season to assist the ore-carrying fleets in successfully meeting their quota of 92,000,000 tons of iron ore.

The work of removing buoys was rendered more difficult by the transfer during the navigation season of one of the tenders to naval duties. This necessitated assigning additional work to the remaining available tenders.

From November 20 to December 1 the weather remained favorable and the preliminary removal of less important buoys proceeded without incident. On December 2, Lake Erie experienced one of the worst storms in its history during which the barge *Cleveco* and the tug *Admiral* sank with the loss of 32 lives in the general vicinity of Cleveland.

The cutter *Crocus* on buoy removal work in Sandusky Harbor was called upon to assist in rescue operations, and in responding to this call she experienced one of the most perilous journeys of her entire career.

The following is quoted from a report by the commanding officer:

"The *Crocus* departed Sandusky, Ohio, at 0903, proceeding to the point given as the position of the barge. As the *Crocus* proceeded on her course, the seas became heavier and the visibility was limited to approximately 50 yards at the level of the water. Upon the arrival of the vessel at the reported position of the barge, only the crests of the waves were visible, although the four high

stacks of the power plant at Avon Point, Ohio, were seen on shore for a moment, enabling the ship to verify her position. This was at 1215.

"A sharp lookout was kept for the barge *Cleveco* and survivors of the tug *Admiral*. At no time was any wreckage or other evidence of the two vessels seen. Visibility was zero, due to the fact that the icy wind striking the comparatively warm water caused a dense vapor to arise to a height of several hundred feet.

"At 1305, as the *Crocus* was proceeding slowly eastward, the steering cable chain parted, leaving the vessel with no means of steering in enormous seas and a high wind which, it was estimated, sometimes reached the velocity of 60 miles per hour. An emergency tiller was installed and tackle rigged in an effort to keep the vessel on her course. Before the emergency tiller could be installed, the vessel was steered entirely through the use of the ships main engines. This was very successful except when the velocity of the wind became so great that the vessel was forced into the trough of the sea and was rolled at times to an angle of 45°. The vessel was disabled for 55 minutes. At 1400 the steering cable was repaired and reported in operation.

"The *Crocus* then received orders by dispatch to proceed to Cleveland, Ohio. Not knowing how far the vessel had drifted while disabled, and with visibility at zero, the exact position of the ship was not known. By taking a series of radio bearings with the radio direction finder, the vessel was brought to what was thought a safe distance from the Cleveland Breakwater, then, just for a moment, the fog and snow became less dense and the Cleveland East Breakwater Light was sighted. The *Crocus* then proceeded to the dock, arriving there at 1532."

Immediately upon arrival in Cleveland, the steering cable was disconnected and repaired and the *Crocus* departed Cleveland, December 4, to resume buoy removal operations. Temperatures were considerably below normal and the whole western end of Lake Erie to and including Southeast Shoal Light was clogged with heavy windrowed ice varying from 2 to 10 inches in thickness.

The heavy ice had displaced many of the buoys in Sandusky, Toledo, and Monroe harbors and six of the larger lighted buoys had been carried out into the Lake for distances up to 40 miles.

Despite the unfavorable flying weather and poor visibility, a civil air patrol plane cooperated in an effort to locate the missing buoys. Three of the buoys were later recovered.

Due to heavy weather, ice, and poor visibility the *Crocus* returned to her base at Toledo but was kept in commission during the remainder of the month of December with the hope that favorable opportunity might occur for her to make additional search for the missing buoys. A period of comparatively mild weather occurred late in December which resulted in the breaking up of the ice fields in western Lake Erie. Reports were received that two missing buoys were sighted in the vicinity of Pelee Passage Light and on January 4 the *Crocus* proceeded from Toledo for Pelee Passage but encountered very heavy ice in vicinity of Toledo Harbor Light at which point the steamer *James Watt* had become fast in the ice. After considerable effort the *Crocus* was successful in releasing the *Watt* and thereupon proceeded toward Pelee Passage, anchoring overnight in the vicinity of Detroit River Light.

Meanwhile much colder weather had set in causing the area where missing buoys were reported to again freeze over with 3 to 4 inches of ice, and upon her arrival at the location the *Crocus* was unable to immediately locate the buoys. After considerable search one buoy was located and recovered, but ice and other conditions did not warrant further search and the *Crocus* returned to Toledo, making port with considerable difficulty on account of the heavy ice.

This is the latest trip on record for the *Crocus* after the close of the navigation season.

Before departing on her keeper-removal trip the cutter *Amaranth* removed all less important buoys from the Duluth-Superior Harbor. Upon her return, the formation of heavy ice prevented the removal of nine lighted buoys. The lights on these buoys were extinguished by the *Amaranth's* personnel on December 30 and the lanterns were removed on January 6.

The cutter *Marigold's* extended operations were delayed by unfavorable weather which necessitated her putting in at the Straits of Mackinac for several days. In the *Marigold's* absence the *Dahlia*, smallest cutter in the district, was pressed into service around Detroit to drag many of the buoys—too large for her to lift—off station and into safe waters where they would not be displaced by heavy ice and thus become menaces instead of aids to navigation. The *Marigold*, assisted by the new icebreaker *Arrowwood*, brought the Lake Huron Lightship (No. 103) into Detroit

Base for the winter and then the *Marigold* proceeded to recover the larger buoys.

Two buoys are still missing in Lake Erie and are believed to be under the ice. Although some damage may be expected, it is anticipated that these buoys will be recovered at the opening of navigation this spring, probably many miles from their original stations.

RIVER LAWS VIOLATOR CONVICTED

The authority of the U. S. Coast Guard in enforcing wartime regulations on inland waterways has been upheld in the Federal District Court at East St. Louis, Ill., which indicted and later convicted the operator of a 26-foot cruiser for three violations.

The defendant was charged by the Coast Guard with having entered a restricted area, mooring therein after sunset and operating his vessel at a speed in excess of the 6-mile per hour rate permitted in a restricted area. He was warned by the Coast Guard to leave the restricted area, but he challenged its authority. His craft was taken into custody by the Coast Guard pending court action.

In imposing fines of $100 on each of the three charges, Federal Judge Fred L. Wham declared that navigation laws must be complied with to make river patrols effective. Under the Espionage Act, the defendant was liable to a fine of $10,000 and 10 years in prison on each count.

ARMY-NAVY PRODUCTION AWARD TO BUILDERS OF COAST GUARD CUTTERS

The Army-Navy Production Award, known popularly as the Army-Navy "E," has been made to the Marine Iron & Ship Building Co., and the Zenith Dredge Co., of Duluth, Minn., for the excellence with which they have carried out their contracts with the Coast Guard for the construction of a number of cutters.

Ceremonies held at the yard of the two companies on January 22, were attended by Vice Admiral R. R. Waesche, Commandant of the Coast Guard and by Col. Joseph J. Schmidt, U. S. Army, Commanding Officer, Minnesota Internal Security Division. The award was accepted on behalf of the Marine Iron & Ship Building Co., by Mr. Arnold W. Leraan, and on behalf of the Zenith Dredge Co., by Mr. Donald C. MacDonald. "E" pins for employees were accepted on behalf of the men by officers of the companies and of the local unions.

In all, the combined companies have built or have building 18 cutters for the Coast Guard. All these vessels are 180 feet in length, but fall into distinct classes, one known as the *Cactus* class and the other as the *Mesquite* class. Principal differences between these are greater horsepower and different arrangement of quarters on the *Mesquite* class. All of the *Cactus* class cutters, 13 in number, have been launched; all will be in service by June of this year. Of the 5 ships in the *Mesquite* class, 3 have been launched, and all will be in service by the end of the year.

ONE HUNDRED YEARS AGO

Only a few months after the cutters of the early Revenue Cutter Service, now the Coast Guard, had been withdrawn from the operations against the Indians along the Florida coast, the Secretary of the Treasury of that period, the Hon. J. C. Spencer, was in communication with Samuel Colt, with regard to the purchase of ammunition. The following letter was dated April 30, 1844, and was in reply to a letter from the Secretary of the Treasury:

"In reply to the application from your Department to know on what terms I will furnish my water proof cartridges for cannon and small arms, are, 3 cents each for small arms, and for cannon of all sizes 25 cents a pound (gross weight), including U. S. proof powder, and the labor of making and filling cylinders, etc., warranted proof against 24 hours exposure to water. I see no difficulty in being able to furnish you a supply of the cartridges in 60 days from the time I receive your orders and will do so at an earlier period if possible.

(Signed) SAM COLT."

The present-day position of the Colt Arms Co. is well known. One of the Coast Guard's largest cutters, the *Spencer*, honors this early Secretary of the Treasury.

MERCHANT MARINE INSPECTION ACTIVITIES

ITEMS EXAMINED BY THE MERCHANT MARINE INSPECTION SECTION AND FOUND SUITABLE FOR MARINE USE

Electrical Appliances

Running light panels.

Edwards & Company, Inc., Norwalk, Conn., running light telltale panel in drip-proof case, semiautomatic, showing one master and three running light circuits (plan 6761–N. B., no alteration, Cat. No. 1790); running light telltale panel with individual hinged sections, semiautomatic, showing one master and three running light circuits (plan 6761–N. C., no alteration, Cat. No. 1791).

Cole Electric Products Co., Inc., Long Island City, N. Y., running and anchor light panel (drawing No. N–203, rev. 3, dated Feb. 1, 1943).

Bells.

Auth Electrical Specialty Co., New York, N. Y., watertight vibrating bells and buzzer, 3- to 12-inch gong sizes (drawing No. 91742, sheets 1 and 2, alteration 2, Cat. No. 1748).

Affidavits

Castings.

Sharp Brass Foundry, Seattle, Wash.

Flanges and fittings.

Taylor Forge & Pipe Works, Chicago, Ill.

Plug valves and line blinds.

Hamer Oil Tool Co., Long Beach, Calif.

Valves.

Atlas Engineering Works, Houston, Tex.
Gordon Pump Co., Oakland, Calif.

Valves and fittings.

American Manganese Steel Division, American Brake Shoe & Foundry Co., New Castle, Del., St. Louis, Mo., Denver, Colo., Oakland, Calif., Los Angeles, Calif., and Chicago Heights, Ill.

Welding Processes

Electric-metallic-arc welding process.

Great Lakes Engineering Works, Ashtabula, Ohio, certificate No. P–26.

Oxy-acetylene welding process.

Richmond Shipbuilding Corp., Yard No. 1, Richmond, Calif., certificate No. P–27.
Richmond Shipbuilding Corp., Yard No. 2, Richmond, Calif., certificate No. P–28.
Richmond Shipbuilding Corp., Yard No. 3, Richmond, Calif., certificate No. P–29.
W. A. Bechtel Co., (Marinship Corp.), Sausalito, Calif., certificate No. P–30.

Acceptable Fusible Plugs

Glasgow Iron Works and Supply Co., New York, N. Y., Heat No. 462.
The Lunkenheimer Co., Cincinnati, Ohio, Heat No. 201.
William Powell Co., Cincinnati, Ohio, Heat No. 32.
H. B. Sherman Manufacturing Co., Battle Creek, Mich., Heat Nos. 391 to 395, inclusive.

CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

The following articles of ships' stores and supplies have been certificated for use on board vessels in accordance with the provisions of part 147 of the regulations governing "Explosives or Other Dangerous Articles on Board Vessels" and supplements the lists previously published.

Certificate No.	Certificate date	Product	Name of company
[1] 154	Apr. 10, 1942	Graphol graphited cutting compound.	Graphol Products Co., Inc., 408 De Kalb Ave., Brooklyn, N. Y.
166	Jan. 23, 1943	W & W Penetrating Oil....	The Wilbur & Williams Co., Inc., Park Square Building, Boston, Mass.

[1] The product "Graphol Reaming Lubricant" certificated under certificate No. 154 has been amended by change in name only, Jan. 20, 1943.

AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

There was published in the Federal Register during the period from January 30 to February 16 the following enumerated material which concerned the activities of the Coast Guard. Reprints are not available for distribution to the public but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Publication date	Subject	Title and parts amended
Jan. 30.....	Amendments to regulations for United States Coast Guard Reserve regarding the women's reserve.	Title 33, part 8.
Feb. 2.....	Air raid and blackout regulations for vessels, harbors, ports, and waterfront facilities.	Title 33, part 10.

EMERGENCY RADIO TRANSMITTERS

The Federal Communications Commission has listed the following companies as distributing emergency radio transmitters for use in lifeboats in accordance with the requirements given in section 153.23 of the regulations contained in Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency:

Mackay Radio & Telegraph Co., type 168–B (portable) emergency radio transmitter.

Radio Marine Corporation of America, type ET–8026 (portable) emergency radio transmitter; type ET–8022A (installed in lifeboat) radio transmitter.

Technical Radio Co., type ST 5M (portable) emergency radio transmitter.

Taybern Equipment Co., Inc., New York, N. Y., type T 600PB (portable) emergency radio transmitter.

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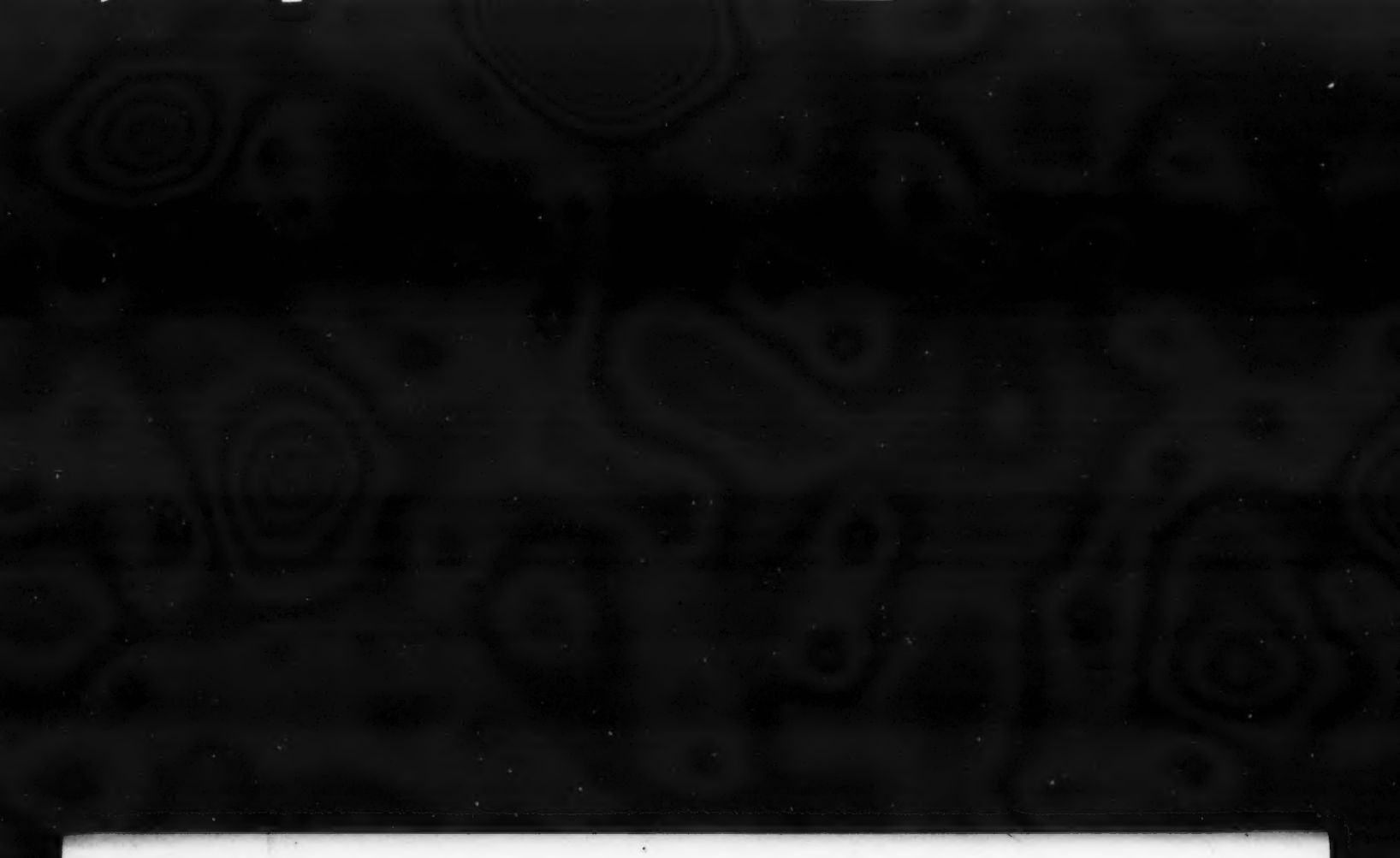
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